



## **FINDINGS AND DECISION OF THE PLANNING DEPARTMENT:**

### **DEVELOPMENT REVIEW CONDITIONAL APPROVAL FOR MAPLE SPRINGS PHASE-I MULTIFAMILY DEVELOPMENT PROPOSAL (File #19-06-01-DEV)**

**Application Summary:** Development Review conditional approval granted for a 64-Unit Multi-family housing development at the future intersection of West 10<sup>th</sup> Avenue and Breckenridge Drive. The proposal consists of eight building with eight units each with a bicycle parking area. The proposal for the second phase includes and 64-units, trash enclosure, mail room, manager's office, and detention ponds.

**Applicant/Owner:** Trade Winds LLC, 3025 W 7th Place, Eugene, OR 97402

**Applicant's Representative:** Jed Truett, Metro Planning, 846 A St., Springfield OR 97477

**Staff Contact:** Tere Andrews, Planning Technician, Junction City Planning Department, (541) 998-2153

**Subject Property Zoning & Location:** Tax Lot 05200 of Lane County Assessor's Map 15-04-31-23, Zoned R4, Multi-Structural Residential, located at the future intersection of West 10<sup>th</sup> Avenue and Breckenridge Drive

**Relevant Dates:** Application originally submitted on June 12, 2019; deemed complete on September 24, 2019; decision granting conditional approval issued on November 15, 2019.

**Public Notice and Referrals:** Development Review is a Type I process which does not require public noticing (JCMC 17.150.070). Referral comments on the application were also requested from various affected service providers and City departments. All referral comments received on this application are included in the application file for reference and addressed in the context of applicable approval criteria and standards in the following evaluation. Relevant application requirements and approval criteria are addressed at JCMC 17.20 Multi-family Standards, 17.85; Access Management Standards, 17.90 Off-Street Parking & Loading, and 17.160 Development Standards.

**General Property Information:** The subject site is an undeveloped 3.7-acre parcel, located west of Oaklea Drive at the future terminus of West 10<sup>th</sup> Avenue and Breckenridge Drive within the city limits of Junction City (Map Tax/lot: 15-04-31-23-05200). The subject site abuts vacant parcels on all sides. The north, east and west property lines, abut land zoned R3 (Multi-Family Residential), to south the parcel is zoned Residential Mix.

Additional details of the proposal are included in the applicant's Development Review application





and are further addressed in the applicant's written statement and supporting documentation, all of which are included as part of the public record and located in the application file for reference. The following evaluation addresses details of the proposal in the context of compliance with the applicable approval criteria and related standards.

**Evaluation:** The following findings demonstrate that the proposed development will conditionally comply with all applicable approval criteria and related standards as set forth in the Junction City Municipal Code (JCMC). The approval criteria and related standards are listed below in **bold**, with findings addressing each. Various conditions of approval, final plat requirements, and informational items are included where appropriate.

## **Chapter 17.20 – Multiple Family Residential Zone (R3)**

### **JCMC 17.20.010 Uses permitted outright.**

**In an R3 zone, only the following uses and their accessory uses are permitted outright. Other uses are expressly prohibited.:**

#### **A. Multiple-family dwellings (three or more attached units on one lot).**

The applicant proposes to develop a 128-unit multiple-family apartment complex in two phases. The first phase of the project includes eight buildings each with eight units. The proposed development is an outright permitted use in the R3 Zone. Therefore, the criteria have been met.

### **17.20.040 Lot Size**

**A. For multiple-family dwellings, residential care homes, and residential care facilities the minimum lot area shall be 7,500 square feet. The minimum lot width at the front building line shall be 50 feet, and 35 feet for cul-de-sac lots.**

The development site is 3.7 acres which is greater than the minimum lot size (7,500 square feet). All lot dimensions are greater than 50 linear feet. No lot size changes are proposed. Therefore, the criteria have been met.

### **17.20.050 Setbacks Requirements**

**This standard applies to multifamily dwellings, townhomes, neighborhood commercial developments, and residential care homes and residential care facilities. Except as provided in JCMC 17.95.060, in an R3 zone, the yards, measured from the property line to the foundation of the building with a maximum projection of three feet into any setback area as defined in JCMC 17.20.060, shall be as follows:**

- A. A minimum front setback of 15 feet is required for multifamily dwellings and townhomes except that a covered (but not enclosed) porch may be within 10 feet of the front line. A minimum front setback of 10 feet is required for a neighborhood commercial building.**
- B. Each side yard setback shall be a minimum of six feet, except that on corner lots, the side yard on the street side shall be a minimum of 15 feet measured**



from the foundation. Townhomes shall have no setback requirement where they share common walls.

- C. The back yard shall be a minimum of 15 feet. An exception shall be permitted where a townhome, garage, or other accessory structure is located adjacent to an alley, in which case the backyard (alley facing) setback shall be a minimum of four feet.
- D. In the case of a duplex residential use on a corner lot where primary vehicular access is provided from two streets, then both yards abutting the street shall be considered the front yard with appropriate front yard setbacks. Setbacks for rear yards are measured separately for each residential dwelling opposite the front yard (see Appendix A, Diagram 2).
- E. All buildings shall be sited to ensure they do not encroach into a public utility easement or the vision clearance areas (JCMC 17.95.090). [Ord. 1116 § 1, 2003; Ord. 1037 § 1, 1997; Ord. 950 § 24, 1991.]

All buildings are shown on the submitted site plan with setbacks of 15 feet or more from the front yard property line. Each side yard setback shown on the site plan exceeds the interior side yard setback of six feet, and street side setback of 15-feet. Each backyard setback is shown to be greater than 15 feet. Utility easements are shown along the future extensions of West Tenth Avenue and Breckenridge Drive. As proposed all structures are placed outside of these easements. Therefore, the criteria have been met.

#### **17.20.060 Setback Exceptions**

In an R3 zone, the following architectural features are allowed to encroach into the setback yards: eaves, chimneys, bay windows, overhangs and similar architectural features may encroach into setbacks by up to three feet; provided, that the State Fire Code is met. Walls and fences may be placed on property lines, subject to the standards in JCMC 17.95.020. Walls and fences within front yards shall additionally comply with the vision clearance standards in JCMC 17.95.090. [Ord. 1116 § 1, 2003; Ord. 950 § 24A, 1991.]

The applicant has not requested an exemption allowing encroachment of architectural features into the required setback areas. Therefore, this criterion has been met.

#### **17.20.070 Height of Buildings**

In an R3 zone, no buildings shall exceed a height of 35 feet. Building height may be restricted to less than the maximum when necessary to comply with the building height transition standard in JCMC 17.20.090.

- A. Applicability. This standard applies to townhomes, multifamily buildings, and neighborhood commercial buildings.
- B. Method of Measurement. The vertical distance of a structure measured from the average elevation of the finished grade within 20 feet of the structure to the highest point of the structure. Not included in the maximum height are: chimneys, bell towers, steeples, roof equipment, flagpoles, and similar



**features which are not for human occupancy. [Ord. 1116 § 1, 2003; Ord. 950 § 25, 1991.]**

The maximum height of the proposed Multi-Family structures is less than the 35-feet. Therefore, the criteria have been.

#### **17.35.080 Lot Coverage**

**In an R3 zone, the building(s) shall not occupy more than 60 percent of the lot area. [Ord. 1116 § 1, 2003; Ord. 950 § 26, 1991.]**

The subject site is 161,172 square feet. The total amount of lot coverage dedicated to buildings is 37,125 square feet or 23% total lot coverage. Therefore, the criterion has been met.

#### **17.20.090 Building Height Transition**

**In an R3 zone, new buildings, or portions of new buildings exceeding one story in height that abut an existing one-story single-family detached residential or duplex building shall not exceed a building height greater than one foot for each foot of horizontal distance from the property line.**

The subject property does not border any existing single-story single-family detached residential or duplex buildings. Therefore, the criterion is not applicable.

#### **17.20.100 Building Orientation**

**All buildings that abut private, local, or collector streets shall have their primary entrance(s) oriented to the street. Multifamily and neighborhood commercial building entrances may include entrances to individual units, lobby entrances, or breezeway/courtyard entrances. Alternatively a building may have its entrance oriented to a side yard when a direct pedestrian walkway is provided between the building entrance and the street. This section does not apply to buildings with the sole purpose of housing mechanical equipment.**

- A. All buildings that abut private, local or collector streets shall be setback a maximum of 25 feet from the front lot line.**
- B. Off-street parking lots and driveways shall not be placed between buildings and streets. [Ord. 1242 § 1 (Exh. A), 2016; Ord. 1116 § 1, 2003; Ord. 950 § 26B, 1991.]**

The proposed buildings abutting the future extension of West 10<sup>th</sup> Avenue are set back no more than 25 feet from the adjacent front lot line. There is no off-street parking between the buildings and the streets. The internal vehicle access network is a proposed private drive aisle, with head-in parking. As shown, direct pedestrian walkways are provided from the future extensions of West 10<sup>th</sup> Avenue, and Breckenridge Drive to the interior of the apartment complex. Therefore, the criteria have been met.



### **17.20.110 Building Form**

**In an R3 zone, new multifamily dwellings, townhomes, residential care homes and residential care facilities, and neighborhood commercial uses shall comply with the following building form standards (see Appendix A, Diagrams 6 and 7):**

**A. Structures shall not have a continuous horizontal distance exceeding 150 feet (measured from end wall to end wall);**

This development review application is for development of a new multi-family apartment complex, none of the proposed eight buildings exceed 150 feet in length. Therefore, the criterion has been met.

**B. Roofs shall have gable, hip, or gambrel forms, minimum pitch four feet in height for every 12 feet in width, with at least a six-inch overhang (eave), or they may be flat with a decorative cornice;**

The proposed development has a gable roof form. The roof pitch is shown at 4:12. All eave overhangs are greater than 6 inches deep. Therefore, the criterion has been met.

**C. Design Features. All street facing elevations (facades) shall incorporate design features such as offsets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building. Along the vertical face of a structure, such features shall occur at a minimum of every 35 feet and on each floor shall contain at least two of the following features:**

- 1. Recess (e.g., deck, patio, courtyard, balcony, garage, entrance, or similar feature) that has a minimum depth of four feet;**
- 2. Extension (e.g., floor area, deck, porch, bay window, patio, entrance, or similar feature) that projects a minimum of two feet and runs horizontally for a minimum length of four feet; and/or**
- 3. Offsets of facade or roof elevation of two feet or greater;**

The building designs includes the following design features on the street facing facades:

- Recessed patios and balconies that are greater than four feet in depth.
- Extensions of at least two feet in depth with a minimum of 4 ft. in width.
- Offsets of roof elevations of two feet or greater.

The facade extensions on all proposed buildings occur at intervals of less than 35 feet on each floor. Therefore, the criteria have been met.

**D. Front elevations visible from a street right-of-way shall provide a main entrance, and a combination of windows, porches, and/or balconies. Side elevations facing street-side setbacks shall provide a combination of windows, porches, and/or balconies. A minimum of 40 percent of front elevations, and a minimum of 30 percent of street-side and rear building elevations shall meet this standard. "Percent of elevation" is measured as the horizontal plane (lineal feet) containing doors, porches, balconies, terraces and/or windows. This standard does not apply to panhandle or flag lots; and**





As illustrated on the site plan the front elevation are oriented toward the interior of the apartment complex. The side and rear elevations provide windows, porches and patios that exceed 30 percent of the elevation. Therefore, the applicable criterion has been met.

**E. Garages and carports attached to living units and accessed from a street (adjacent to the front lot line) shall be recessed behind the front facade of the building or covered front porch by at least two feet.**

No garages or carports are proposed as part of this application. Therefore, the criterion is not applicable.

**17.20.140 Multifamily housing supplemental standards.**

**In an R3 zone, these supplemental standards apply to new multifamily housing developments. Multifamily is defined as three or more attached dwellings on an individual lot (e.g., multiplexes, apartments, condominiums, etc.). New multifamily developments shall comply with all of the following standards:**

**A. Common Open Space.**

- 1. In all developments with more than 20 units, a minimum area of 15 percent of the total site area (inclusive of required setback areas) shall be designated, and permanently reserved, as usable common open space. The site area is defined as the lot or parcel on which the development is planned, after subtracting the required dedication of street right-of-way and other land for public purposes (e.g., public park). Sensitive lands and historic buildings or landmarks open to the public can be counted toward meeting the common open space requirements.**

The proposed development includes 64 units and therefore 15% of the site shall be dedicated open space. The required amount of open space is 24,175.8 square feet. The proposed amount of open space is 86,800 square feet. Therefore, this criterion is met.

- 2. The development shall designate, within the common open space, a minimum of 250 square feet of active recreation area (e.g., children's play areas, play fields, swim pool, sports courts, etc.) for every 20 units or increments thereof. For example, a 50-unit development shall provide a minimum of 500 square feet for active recreation. Indoor or covered recreation space may be counted toward this requirement, but should not exceed 30 percent of the required common space area.**

The applicant is proposing 64 dwelling units. As such, a minimum of 1,000 square feet of active open space is required. As shown on the submitted Landscape plan, the Developer proposes 3,640 square feet of open space for active recreation which exceeds the minimum required. Therefore, the criterion has been met.



**B. Private Open Space.** Usable private outdoor space such as patios, balconies, porches, roof gardens, or small yards shall be provided in all newly constructed multifamily developments. Private open space shall comply with the following standards:

- 1. Dwelling units located at or below finished grade, or within five feet of finished grade, shall have a minimum of 96 square feet of private open space, with no dimension less than six feet;**

There is a total of 32 ground floor dwelling units. Each has a minimum of 96 square feet of private open space, with no dimension less than 6 feet. Therefore, the criterion has been met.

- 2. All upper floor dwelling units shall have balconies or porches measuring at least 36 square feet with no dimension less than four feet. "Upper-floor dwelling unit" means housing units which are more than five feet above finished grade;**

There is a total of 32 upper floor units. Each has a minimum of 36 square feet of private open space. Therefore, the above criterion has been met.

- 3. All private open space shall have direct access from the dwelling unit by way of a door;**

All patios, balconies, and porches are accessed directly from each unit via a door. Therefore, the criterion has been met.

- 4. Any excess private open space (above what is required) may be counted toward fulfilling the common open space requirement;**

The open space requirement listed at JCMC 17.20.140(A) has been met.

- 5. Building masses and screening such as low hedges, fences, walls, arbors or trellises shall be used to help delineate private outdoor spaces. The screening element must be a minimum of three feet in height.**

Private outdoor areas shown for each unit provide screening elements with various heights. The the criterion can be conditionally met.

**CONDITION:** Prior to issuance of a building permit the applicant will submit a detailed landscape plan showing screening element with a minimum height of three feet for each private outdoor space.

**C. Stairways.** Stairways shall be incorporated inside the building where possible to minimize visual impact. External stairways, when necessary, shall be recessed into the building, sided using the same siding materials as the building itself, or otherwise incorporated into the building architecture. Stairways that are simply hung from the building's exterior are not permitted.



Stairways are shown to be recessed into the building with the same siding materials as the building itself. Exterior stairs are only provided where there are porches provided at ground floor units. Therefore, the criterion met.

**D. Vehicular Circulation. Multifamily developments shall provide vehicular circulation in accordance with the following standards (see Appendix A, Diagram 9):**

- 1. To provide for traffic safety and to minimize the impacts on the public circulation system, where possible, driveways or private streets shall connect to local or collector streets rather than directly onto arterial streets.**

The project site fronts the future extension of West 10<sup>th</sup> Avenue, designated as a future neighborhood collector on the 2016 Junction City Transportation System Plan. Therefore, the criterion has been met.

- 2. Multifamily developments four acres or larger shall be developed as a series of complete blocks bounded by a connecting network of public streets with sidewalks and street trees to break the development into numerous smaller blocks. The average block size within a multifamily development shall be a maximum of two acres in size. City standards for public local residential streets in regard to pavement width, sidewalks, and street trees shall apply to all internal streets.**

The subject site is a total of 3.7 acres. Therefore, the criterion is not applicable.

**E. Parking. Multifamily developments shall provide parking designed in accordance with the following standards (see Appendix A, Diagram 9):**

- 1. Off-street vehicle parking spaces and bicycle parking shall be provided as specified in JCMC 17.90.010. On-street parking along the streets contained within the development can be applied to the off-street parking requirements;**
- 2. Parking lots shall be placed to the side or rear of buildings in accordance with the building orientation standards (JCMC 17.20.100);**
- 3. Parking on the streets contained within the site shall not include head-in or angle parking. Parking shall be accommodated in parking lots or along the internal street system in the form of parallel parking;**
- 4. Parking lot landscaping shall be provided as specified in JCMC 17.90.030; and**
- 5. Parking lots shall be connected to all building entrances by means of internal pedestrian walkways that meet the standards in subsection (H) of this section.**





The block configuration shown in Appendix A, Diagram 9 is specific to development sites greater than four acres. The subject site is 3.7 acres, therefore the block configuration, as shown in Appendix A, Diagram 9 is not applicable. Additional parking standards relative to this proposal are addressed within the Staff findings at JCMC 17.90.030.

**F. Trash Receptacles. Trash receptacles shall be screened on all sides with an evergreen hedge or solid fence or wall of not less than six feet in height. No trash receptacle shall be located in any front yard setback, or within 25 feet of property lines abutting other residential zones.**

A single trash/recycle receptacle enclosure is proposed for Phases I & II to be located on-site for Phase II. As shown the single trash enclosure is screened in compliance with the above standards with landscaping to the side and front of the enclosure. The proposed landscaping would limit the ability of the garbage trucks to safely maneuver and/or back up to the proposed Phase II trash enclosure. A single trash/recycling location is not sufficient to accommodate the needs of 128 dwelling units. As proposed, the following conditions are warranted:

**CONDITION:** Prior to submittal of a building permit application, the applicant must submit a revised Phase I site plan which includes a trash enclosure specifically for Phase I that meets or exceeds Public Works Design Standards.

**CONDITION:** At the time of submittal of a building permit application, the applicant must submit revised site plans for Phases I & II which include trash enclosures of sufficient size to accommodate trash dumpsters and recycling receptacles and allow the enclosure doors to close completely.

**CONDITION:** At the time of submittal of a building permit application, the applicant must submit revised site plans for Phases I & II which demonstrate sufficient paved/asphalted space for the safe backing and maneuvering of garbage trucks. Contact Public Works for details.

Therefore, the above criterion can be conditionally met.

**G. Utilities. All utilities on the development site shall be placed underground. Ground-mounted equipment such as transformers, utility pads, cable television and telephone boxes, cell tower equipment boxes, and similar utility services shall be placed underground whenever practicable. Where undergrounding of ground-mounted equipment is not feasible, equipment shall be screened from view with an evergreen hedge or solid fence or wall a minimum of four feet in height and must be sited to comply with the vision clearance standards in JCMC 17.95.090.**

All utility lines are proposed to be placed underground on the project site. Therefore, this criterion has been met.

**H. Pedestrian Circulation. To ensure safe, direct, and convenient pedestrian circulation, all multifamily developments shall contain a system of pathways designed based on the standards below;**



- 1. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent public parks and commercial uses, and the public sidewalk system;**
- 2. Pathways within the development shall provide safe, reasonably direct connections between dwelling units and parking areas, recreational facilities, storage areas, and common areas;**
- 3. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed or separated from the driveway/street by a minimum five-foot strip with bollards, a landscape berm, or other physical barrier;**
- 4. Pedestrian pathways shall be separated a minimum of six feet from all building facades with residential living areas on the ground floor, except at building entrances;**
- 5. Where pathways cross a parking area, driveway, or street (“crosswalk”), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping; and**
- 6. Pathway surface shall be concrete, asphalt, brick/masonry pavers, or other durable hard surface, at least five feet wide, and shall conform to federal Americans with Disabilities Act (ADA) requirements.**

- The proposal site plan shows paved sidewalk system that extends throughout the development site.
- The proposed development site plan shows sidewalks within the site that connect all dwelling units, parking areas, recreational facilities, and common areas in a safe and reasonably direct way.
- The perimeter sidewalks are separated by a minimum of five feet from all building facades with residential living areas on the ground floor.
- All pathways shown on the site plan are proposed to be a hard surface (either concrete or asphalt).
- At least one accessible route meeting the requirements of the federal Americans with Disabilities Act (ADA) are shown to connect the accessible dwelling units with the parking areas, all community amenities, and access to the public right-of-way.
- In addition, at least one entrance to each unit will be “visitable” per requirements of Oregon Housing & Community Services.

Therefore, the criteria have been met.

**I. Landscaping. Landscaping shall be installed within the development to provide erosion control, visual interest, buffering, privacy, open space and pathway definition, and shading based on the following standards:**

- 1. A minimum of 15 percent of the site shall be landscaped with a mix of vegetative ground cover, shrubbery, and trees. At the time of planting, trees shall be planted a minimum of two inches (DBH) in caliper and**



**shrubbery a minimum of 24 inches in height. Bark mulch, rocks and similar non-plant material may be used to complement the cover requirement, but shall not be considered a sole substitute for the vegetative ground cover requirement; and**

The landscape area (irrigated and planted) shown on the submitted landscape plan exceeds the 15% minimum. The landscape design provides for variety of texture, color and seasonal interest, including lawn, ground cover, shrubbery and trees. Therefore, this criterion has been met.

- 2. The use of native and/or drought-tolerant landscaping is encouraged. All landscaping shall be irrigated with a permanent irrigation system unless a licensed landscape architect submits written verification that the proposed plant materials do not require irrigation. The property owner shall maintain all landscaping. [Ord. 1116 § 1, 2003; Ord. 950 § 26F, 1991.]**

The applicant understands and intends to maintain compliance with this standard. However, a Landscape Irrigation Plan has not been submitted, and warrants the following condition:

**CONDITION:** Prior to issuance of a building permit, the applicant shall submit a landscape irrigation plan or written verification from a licensed landscape architect showing compliance with the standard listed at JCMC 17.20.140(I)(2).

## **JCMC Chapter 17.85 ACCESS MANAGEMENT**

### **JCMC 17.85.030 Permit application.**

**Requests for new accesses or modified access to public rights-of-way shall complete an access permit application and comply with the standards in this chapter. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

The proposed access is from the future extension of West 10<sup>th</sup> Avenue, which will be a Junction City owned and maintained neighborhood collector street. An approved Right-of-Way application will be required at the time of building permit issuance. Therefore, this criterion has been met.

### **17.85.040 Compliance with regulations.**

**The proposed use and development of land shall conform to all applicable land use regulations and the Junction City comprehensive plan. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

The proposed use and development are compliant with the relevant policies within Chapter 9 - Housing Element of the Comprehensive Plan, including average density, and the dispersal of multi-family housing land uses throughout the city in areas readily accessible to schools, parks, and shopping. Additionally, the applicable land use regulations associated with this proposal are addressed within the staff findings of this report. Therefore, this criterion has been met.



#### **17.85.050 Standards and specifications.**

**All construction of such driveways shall be done in conformity with proper standards and workmanship, and according to specifications furnished by the community development director. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

An approved Right-of-Way application will be required at the time of building permit issuance. Therefore, this criterion has been met.

#### **17.85.060 Corner clearance.**

**A. New accesses shall meet or exceed the minimum spacing requirements as set forth in Table 17.85.060 for that roadway's classification, as set out in the city's transportation system plan. The measurement shall be from centerline to centerline of the intersection.**

This development review application is for multi-family housing on a site that abuts the future extension of Breckenridge Drive to the east, and the future extension of West 10<sup>th</sup> Avenue to the south. The existing Breckenridge Drive is classified as a local street on the City's Transportation System Plan. The future extension of West 10<sup>th</sup> Avenue is classified as a neighborhood collector. The proposed development includes construction of two (2) new accesses to the future extension of West 10<sup>th</sup> Avenue, the most easterly of which is located greater than fifty (50) feet from the intersection as required by Table 17.85.060. Therefore, the above criterion has been met.

#### **17.85.070 Joint and cross access.**

No Joint or Cross Accesses are proposed as part of this project. Therefore, this criterion is not applicable.

#### **17.85.080 Requirements for phased development plans.**

**In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this chapter. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage.**

**Driveways shall be designed to avoid queuing across surrounding parking and driving aisles and pedestrian ways and sidewalks. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

The development site consists of two (2) lots under one ownership. The applicant proposes two (2) access points from the future extension of West 10<sup>th</sup> Avenue to serve the development. The proposed access drives are designed in order to provide the necessary queuing length as they relate to parking and pedestrian facilities. Therefore, this criterion has been met.

#### **17.85.090 Nonconforming access features.**

**Legal access connections in place as of the date of adoption of the ordinance codified in this chapter that do not conform with the standards herein are considered**



**nonconforming features and shall be brought into compliance with applicable standards under the following conditions:**

- A. When new access or modified accesses to public rights-of-way and/or access permits are requested;**
- B. Change in use or enlargements or improvements that will increase trip generation, as cited in the Institution of Transportation Engineers' (ITE) trip generation tables. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

No legal access connections currently exist at the site. Therefore, the criteria are not applicable.

**17.85.100 Reverse/dual frontage.**

**Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

This development review application is for a new multiple-family apartment complex on a site that abuts the future extension of West 10<sup>th</sup> Avenue classified as a neighborhood collector street, and the future extension of Breckenridge Drive which is not listed in the 2016 Junction City Transportation System Plan. The proposed development includes construction of two access connections to the future extension of West 10<sup>th</sup> Avenue. Therefore, this criterion has been met.

**JCMC 17.85.110 Site plan review procedures for access management.**

**A. Applicants shall submit a preliminary site plan for review by the planning department. At a minimum, the site plan shall show:**

- 1. Location of existing and proposed access point(s) on both sides of the road where applicable;**
- 2. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;**
- 3. Number and direction of lanes to be constructed on the driveway plus striping plans;**
- 4. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);**
- 5. Parking and internal circulation plans including walkways and bikeways;**
- 6. Detailed description of any requested variance and the reason the variance is requested.**

**B. Site plan review shall address the following access criteria:**





1. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
2. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.
3. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
4. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development and open space, recreational and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.
5. The access shall be consistent with the access management standards adopted in the transportation system plan.

**C. Any application that involves access to the state highway system shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards. [Ord. 1103 § 1, 2002; Ord. 950 Appx. H, 1991.]**

The applicant has submitted a site plan in compliance with the above standard. The applicant has indicated that the subject site is nearly flat. As shown, grading plans propose to follow topography. The site design provides for a network of sidewalks both within the site and to the surrounding neighborhood. In addition, each dwelling unit is connected to parking. No new state highway accesses are proposed or required. Therefore, the criteria have been met.

**JCMC 17.85.120 Variance standards.**

The applicant is not seeking a variance to the access management standards. Therefore, the criteria are not applicable.

**JCMC 17.90 Off-Street Parking & Loading**

**JCMC 17.90.010 Off-Street Parking**

- A. Off-Street Parking Spaces Required. At the time of erection of a new structure, at the time of enlargement of an existing structure's floor area by more than 20 percent, or at the time of change in use of an existing structure within any zone in the city, off-street parking spaces shall be provided in accordance with the requirements of this section.**

All proposed parking is shown to meet the standards listed under JCMC 17.90.



**B. Exceptions to Off-Street Parking Requirements. Properties are exempt from the requirement for off-street parking if such properties:**

- 1. Are or have been assessed for public off-street parking facilities;**
- 2. Have a commercial use and are bounded by 3rd Avenue to the south, 10th Avenue to the north, West Front Street to the east, and the alley between Juniper Street and Kalmia Street to the west. Properties within this area are exempted from off-street parking requirements, except at the time of erection of a new structure, at the time an existing structure's floor area is enlarged by more than 20 percent, or when the property changes from a commercial use;**
- 3. Have a commercial use, are located within 900 feet of a city of Junction City parking lot, and are located in an existing residential structure located in the area bounded by W 4th Avenue to the north, W 2nd Avenue to the south, Holly Street to the west, and Front Street to the east, including abutting properties to the alleys.**

The proposed development is not seeking an exception to the Off-Street Parking Requirements. Therefore, the criteria are not applicable.

**C. Elimination of Parking Spaces. If a parking space has been provided in connection with an existing use, the parking space shall not be eliminated if it would result in less parking than required by this chapter.**

The subject site is vacant. There is not an existing use, therefore, the criteria are not applicable.

**D. Measurement of Required Parking Spaces. Where square feet are specified the area measured shall be the gross floor area of the functional use of the building, but shall exclude space devoted to off-street parking or loading. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season. Fractional space requirements shall be counted as a whole space.**

Measurement of required parking spaces is dependent upon dwelling unit type and the number of bedrooms associated with each unit. Therefore, the above criterion is not applicable.

**E. Off-Street Parking Spaces. The minimum number of off-street parking spaces shall be provided as follows:**

**1. Residential**

- |                                 |   |
|---------------------------------|---|
| <b>b. Multifamily dwellings</b> | <b>Two spaces per dwelling unit with three or more bedrooms and 1.5 spaces per dwelling unit with less than three bedrooms.</b> |
|---------------------------------|---|

The project contains a total of 64 2-bedroom units for a total of 96 required spaces; 114 spaces are provided. Therefore, this criterion has been met.



**F. Bicycle parking facilities shall be provided as part of new multifamily developments of three units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots. Bicycle parking requirements shall apply to new development, changes of use, and building expansions and remodels where the floor area of the building is being increased by 50 percent or more. Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet wide, and shall provide at least seven feet of vertical clearance. Bicycle parking shall not interfere with pedestrian circulation. For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio. Bicycle parking spaces shall be provided as indicated below:**

<b>1. Multifamily dwellings of 3 or more dwelling units</b>	<b>At least 1 covered bicycle space for each dwelling unit.</b>
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The total Required Bicycle Parking Facilities equals 64 as the residential building associated with this proposal contains 64 dwelling units. The total number of proposed covered Bicycle Parking spaces equals 64 spaces, meeting the minimum requirements. Therefore, the criteria have been met.

**G. In calculating the number of required spaces, fractions shall be rounded up to the nearest whole number.**

All required parking calculations have been rounded up to the nearest whole number. Therefore, the criterion has been met.

**H. For existing buildings in the commercial zone in the downtown area where space is restricted and bicycle parking cannot be provided safely, the planning commission may waive the bicycle parking requirements. [Ord. 1169 § 2, 2007; Ord. 1116 § 1, 2003; Ord.**

The proposed development is not an existing building in a commercial zone. Therefore, the criterion is not applicable.

**17.90.030 General provisions – Off-street parking and loading.**

**17.90.030(A) Through 17.90.030(G).**

All proposed parking is intended for use by the residents and guests of the development. The proposed use is for a multi-family residential complex. No additional uses are proposed as part of this application. All parking is located within the development site. All parking is located outside of any Vision Clearance area. Therefore, the criteria have been met.



**H. Design Requirements. Design requirements for parking lots and spaces, with the exception of single-family and duplex dwelling units:**

- 1. Areas used for parking, standing, and maneuvering of vehicles shall have a hard surface of asphalt or concrete and be maintained adequately for all-weather use and so drained as to avoid flow of water onto adjacent property. Lots may be paved with a permeable surface, subject to approval by the city administrator or designee. Permeable pavement parking lots may be sited anywhere, but are subject to the requirements listed in subsections (I)(1) and (3) through (6) of this section. Gravel lots may be approved as a conditional use as outlined in subsection (I) of this section. Size of standing and maneuvering areas, in addition to the required number of parking spaces, shall comply with the areas illustrated in Appendix A, Diagram 14.**

All proposed parking areas are to be paved with asphalt. Stormwater will be collected and conveyed to City stormwater facilities. All parking spaces shall be 9 ft x 20 ft and the two-way aisle is shown at minimum, 20-feet wide as required. No gravel parking areas are proposed as part of this application. All standing and manoeuvring areas are shown to comply with the standards listed above. Therefore, the criteria have been met.

- 2. Except for parking to serve single-family detached, townhome, or duplex residential uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection between the uses of a sight-obscuring fence of not less than four feet in height except where vision clearance is required by this code.**

Parking areas are located within the apartment complex. None of the proposed parking and loading areas are adjacent to residential uses. Therefore, the criterion has been met.

- 3. Parking spaces within a parking lot shall be designed and constructed so that no portion of a parked vehicle, including an opened door, will extend beyond the property line.**

All proposed parking areas are well within all property lines. Therefore, the criterion has been met.

- 4. Artificial lighting which may be provided shall be so arranged as to not produce direct glare on any abutting or adjacent residential zone or on any adjacent dwelling.**

**CONDITION:** Parking area lighting shall be at sufficient light levels for safety.

**CONDITION:** Fixture types, locations and mounting heights shall be designed to prevent glare or direct light from spilling onto abutting residential properties or dwelling units.

As conditioned the criterion can be met.



**5. Access aisles shall comply with the aisle widths illustrated in Appendix A, Diagram 14.**

The development complies with the aisle widths in Appendix A, Diagram 14. A 24-foot clear aisle is provided to ensure safe maneuvering to and from the head-in spaces. Spaces provided meet the requirement to be sized at 9 feet x 20 feet. Therefore, this criterion has been met.

**6. All parking spaces, except single-family detached, townhomes, and duplex residential, shall be served by a driveway designed so that no backing movements or other maneuvering within a street, other than an alley, will be required.**

No maneuvering within a street or alley is proposed for the parking areas, as each parking facility is served by a service drive. Therefore, this criterion has been met.

**7. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site. In no case shall two-way and one-way driveways be less than 20 feet wide and 12 feet wide respectively. The number of service drives shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Service drives shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives. Service drives are also subject to the requirements of Chapter 17.85 JCMC.**

The proposed 2-way service drive meets the minimum requirement of 20 feet. The parking area is served by two service drives, the minimum necessary to accommodate the residential traffic. The criteria listed at JCMC 17.85 has been addressed within this report.

**CONDITION:** Prior to the issuance of a Certificate of Occupancy, the service drives shall be clearly and permanently marked with directional signage.

**8. Lots containing more than three parking spaces shall have all spaces permanently and clearly marked.**

The applicant proposes that all spaces will be striped.

**CONDITION:** Prior to Certificate of Occupancy, the proposed driveway approach and parking spaces shall be permanently marked. The parking space dimensions shall be nine feet wide by 20 feet long.

**9. If four or more off-street parking spaces are required under this code, then off-street parking and maneuvering areas adjacent to public streets and drives shall provide a minimum of two square feet of landscaping for each lineal foot of street and/or drive frontage. Such landscaping shall consist of landscaped berms or evergreen shrubbery**





at least two feet in height upon maturity, which shall be parallel to and adjacent to the street frontage and drive as much as practical. Additionally, one tree, which will provide a canopy of at least 300 square feet upon maturity, shall be provided for each 30 lineal feet of street frontage or fraction thereof. For a list of allowed trees, see JCMC 12.35.110. Said landscaping shall be provided with irrigation facilities and protective curbs or raised wood headers.

The submitted site plan shows landscape areas which meet the minimum requirement for square footage as well as the minimum street tree requirement. A landscape irrigation plan has not been submitted, and warrants the following condition:

**CONDITION:** Prior to issuance of a building permit, the applicant shall submit a landscape irrigation plan or written verification from a licensed landscape architect showing compliance with the standard listed at JCMC 17.20.140(I)(2).

Therefore, as conditioned the criterion can be met.

**10. Parking lots with 20 or more spaces shall comply with the following interior landscaping standards (see Appendix A, Diagram 13):**

- a. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of evenly distributed shade trees with shrubs and/or ground cover plants. There shall be one planter island for every 10 parking spaces. Planter islands shall be a minimum of eight feet in width (exclusive of the curb) and a full parking space in length and contain one deciduous shade tree (a minimum two inches in caliper at planting). Tree species shall be limited to those species specified in JCMC 12.35.110. The parking islands shall be fully landscaped with shrubs and ground cover, which will not exceed three feet in height at maturity. Bark mulch shall not be an acceptable substitute for vegetation.
- b. A minimum six-foot-wide planter area shall separate and visually screen parking from building facades with living area windows. The planting area shall include a mix of ground cover, shrub, and/or tree species of appropriate size and growth habit. At least one small tree or large shrub with mature canopy no larger than 10 feet in diameter shall be provided for each 50 lineal feet of building.
- c. Where a parking, maneuvering area, or driveway is adjacent to a commercial building, the area shall be separated from the building by a curb and a raised walkway, plaza or landscaped buffer not less than five feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect pedestrians, landscaping, and buildings from being damaged by vehicles.



**d. The property owner shall be responsible for maintaining the landscaped areas to the specified standards.**

As shown on the submitted landscape plan, the parking areas are surrounded by landscaped areas to visually break up the spaces provided. The planter areas are shown at least eight feet in width and fully landscaped with trees, shrubs and/or ground cover. A minimum of 10 percent of the total surface area of all parking areas is proposed to be landscaped. The required landscaping is located around the perimeter of the parking areas. The area is shown to be fully landscaped with trees, shrubbery and ground cover. Planter areas, a minimum of 6 feet in width, are provided to separate and visually screen parking areas from building facades with living area windows. Shrubby and ground cover will be provided. Trees of the specified canopy are provided for every 50 feet in linear frontage. No commercial uses exist, and none are proposed. The owner and applicant understand the obligation to maintain the required landscaped areas. Therefore, this criterion has been met.

**12. Commercial, industrial, multifamily, and mixed use developments with two or more buildings shall provide safe, reasonably direct, and convenient pedestrian connections between primary building entrances and between building entrances and all adjacent streets. Where walkways cross a driveway or street, they shall be clearly marked with contrasting paving materials, painted striping (“crosswalk”), or humps/raised crossings (see Appendix A, Diagram 13).**

The submitted site plan shows that all proposed pedestrian connections are reasonably safe, direct, and convenient. All walkways are shown to connect the building entrances to other building entrances on the site as well as to a public right-of-way. Contrasting paving and striping are shown where walkways cross parking areas of drive aisles.

**CONDITION:** Prior to Certificate of Occupancy, all walkways crossing parking areas and/or drive aisles shall be permanently marked.

Therefore, as conditioned, the criteria can be met.

**13. New off-street parking lots located in R3, R4, CR, C2, and GC zones shall be placed to the rear or side of the building in accordance with JCMC 17.20.100 (R3 zone), 17.30.080 (C2 zone), and 17.35.080 (GC zone).**

All proposed parking areas are located within the interior of the proposed apartment complex, minimizing visibility from the street. Therefore, the intent of the criterion has been met.

**Decision:**

Based upon the available information and findings set forth above, it is concluded that the proposed Development Review (19-06-01-DEV) complies with the applicable approval criteria and related standards set forth within the JCMC. Approval of the applicant’s Development Review Application is therefore granted, subject to the conditions of approval noted within this report. A number of additional informational items related to the subsequent building permit process are also included below, for the applicant’s benefit.



### **Planning Department Conditions of Approval:**

1. Prior to issuance of a building permit the applicant will submit a detailed landscape plan showing screening element with a minimum height of three feet for each private outdoor space.
2. Prior to issuance of a building permit, the applicant shall submit a landscape irrigation plan or written verification from a licensed landscape architect showing compliance with the standard listed at JCMC 17.20.140(I)(2).
3. Prior to the issuance of a Certificate of Occupancy, the service drives shall be clearly and permanently marked with directional signage.
4. Prior to Certificate of Occupancy, the proposed driveway approach and parking spaces shall be permanently marked. The parking space dimensions shall be nine feet wide by 20 feet long.
5. Prior to Certificate of Occupancy, all walkways crossing parking areas and/or drive aisles shall be permanently marked.
6. Parking area lighting shall be at sufficient light levels for safety.
7. Fixture types, locations and mounting heights shall be designed to prevent glare or direct light from spilling onto abutting residential properties or dwelling units.
8. All finishes, layouts, elevations, and landscaping shown on the submitted plans are required and shall not be altered without prior Planning Department approval.
9. The applicant shall be responsible for ensuring that the proposed development authorized under this application is consistent with and complies with all conditions of approval established by other agencies with right-of-way and access management jurisdiction, prior to issuance of a Certificate of Occupancy.

*For more information on the Planning conditions above, contact Tere Andrews, Junction Planning Technician at 541-988-2153, ext. 306, or by email at: [tandrews@ci.junction-city.or.us](mailto:tandrews@ci.junction-city.or.us)*

### **Public Works Department Conditions of Approval:**

10. Prior to submittal of a building permit application, the applicant must submit a revised Phase I site plan which includes a trash enclosure specifically for Phase I that meets or exceeds Public Works Design Standards.
11. At the time of submittal of a building permit application, the applicant must submit revised site plans for Phases I & II which include trash enclosures of sufficient size to accommodate trash dumpsters and recycling receptacles and allow the enclosure doors to close completely.



12. At the time of submittal of a building permit application, the applicant must submit revised site plans for Phases I & II which demonstrate sufficient paved/asphalted space for the safe backing and maneuvering of garbage trucks. Contact Public Works for details.
13. Public Works has worked with the Developer regarding the future extension of West 10th Avenue. The future extension of West 10<sup>th</sup> Avenue will have some temporary narrow places due to future construction. Therefore, prior to Certificate of Occupancy, the applicant shall install 'No Parking' signs on both sides of the of the road to in the aforementioned narrow areas.
14. The applicant shall abide by and complete required work contained within recorded Easements #2019-044788, and #2019-044789, included with this report as **Attachment A**

For more information on Public Works conditions above, contact Gary Kaping, Junction Public Works Director at 541-988-3125, or by email at: [gkaping@ci.junction-city.or.us](mailto:gkaping@ci.junction-city.or.us)

#### **Other Requirements and Informational Items:**

Note: Agencies listed below may require additional, independent permit applications and/or additional information.

- **Oregon Department of State Lands Comments &/or Conditions are included with this report as Attachment B**  
For more information contact the Oregon Department of State Lands, 775 Summer Street, NE, Suite 100, Salem, OR 97301-1279; 503.986.5200.
- **Lane County Public Works Comments &/or Conditions are included with this report as Attachment C**  
For more information from Lane County Public Works contact Danielle Stanka, Engineering Associate at 541-682-6996, or by email at: [Danielle.Stanka@co.lane.or.us](mailto:Danielle.Stanka@co.lane.or.us)
- **Comment from Junction City Water Control District - Any stormwater draining into Junction City Water Control drainage ways MUST be reviewed by EGR at the developer's expense.**  
For more information from the Junction City Water Control District contact Todd Monroe at 541- 998-3223, or [jcwatercontrol@yahoo.com](mailto:jcwatercontrol@yahoo.com)

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**Approval Granted By:**

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**Approval Date:**